



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090828

Mode: Highway

Status: Submitted

SR-1151

From/Cross Street: US 1

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: Warren County Hub Site

Project Category: Division Needs

Length: 1.22

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,474,000

Description:

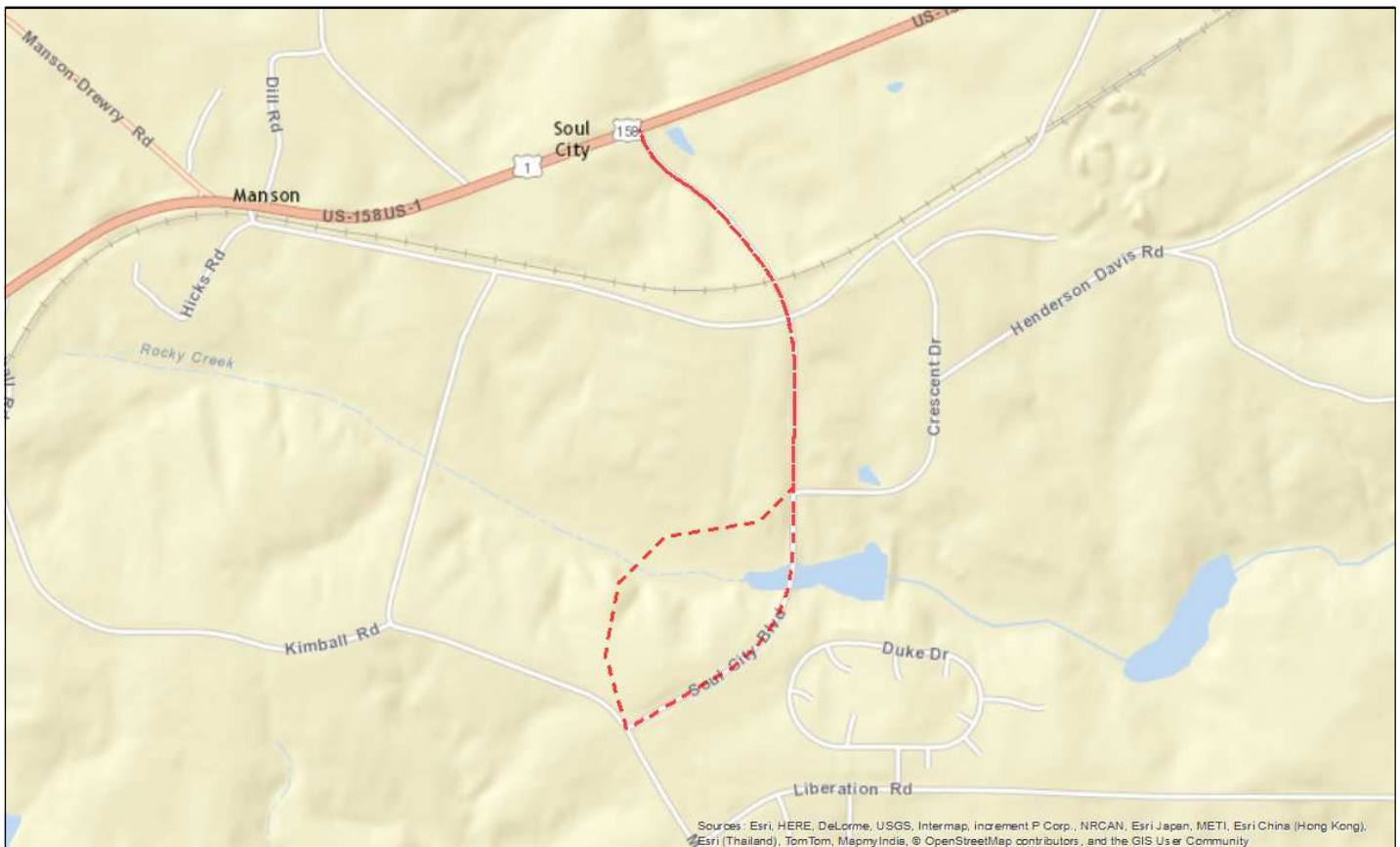
Upgrade SR 1151 from US 1 to Warren County Hub Site on Manson-Axtell Road (SR 1100). Construction of a Connector Road from US 401 South of Warrenton Connecting to 158 Business on New Location.

Division(s): Division 5

County(s): WARREN

MPOS(s)/RPO(s): Kerr-Tar RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 25.33

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 1.64	Percent: 25%	Percent: 25%
Safety (10%) 0.00	Points: 0	Points: 100
[Travel Time] Benefit/Cost (20%) 0.00		
Totals: Weight: 50% Weighted Score: 0.33		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	1.2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	383.38
Capacity:	15500.43
Volume/Capacity Ratio:	0.02
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	21
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	100
Actual Congested Speed:	0
Travel Time Index:	0

Project Benefits

Project Cross-Section:	2E - 2 Lane Undivided with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit:	45
Length (miles):	1.22
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	-70362.47
Travel Time Savings for 30 Years (Autos):	-70362.47
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Kerr-Tar RPO	100%	0	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	100

Project Cost and Source

Construction Cost:	\$4,674,000	TIP Unit
Right-of-Way Cost:	\$714,000	Cost Estimation Tool
Utilities Cost:	\$86,000	Cost Estimation Tool
Total Project Cost:	\$5,474,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,474,000	